



"The Marque"

This month:
President's Report
Monthly Meeting Minutes
BCD 2013 Meeting Minutes
Treasury Report
Events
Early TR Guy

November 2013

MVT Officers

President: Lorna Ball, 937-746-5189
Vice President: Curtis Hayes, 937-610-8832
Secretary: Stan Seto, 513-683-7974
Treasurer: Harry Mague, 937- 426-3802
Membership: Valerie Relue, 937-667-5227
Events: Bruce Clough, 937-376-9946

Please send comments/suggestions to:
news@miamivalleytriumphs.org
or to the P. O. Box.

Cutoff date for next month's Marque is the 20th.

Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list. Meetings are held the first Wednesday of the month at **Logan's Roadhouse 2819 Centre Drive Beavercreek OH**, unless otherwise noted in the "Marque". General membership meetings are at 7:30 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.



How about that Stan guy?

President's Report: ~ Lorna Ball

Hello! How are ya? Me? I'm wonderful...today at PT I got my knee to open at 0 degrees and to bend at 108 degrees. I'm a happy camper! Can you tell that right now my life seems to revolve around my new knee? Ha!

So many group activities this month.... Hope you were able to join in on some of the fun. Wish we could have made the End of Summer celebration. We used to do that every year and always enjoyed it so much.

We had our BCD wrap-up meeting October 9th. Great attendance from the club: Don and Lois, Mike, Bruce and Ellis and me. We discussed several changes. I will bring you all up to date at the monthly meeting. Keep in mind that next year's show will be our 30th anniversary! That's hard to believe. Be thinking of some special ideas for the upcoming show. Each club was presented with a profit check of \$625.

I am writing this report on the eve of the quilting ladies getting together in Alice's sewing room for an all-day sewing session. This is the quilt that will be auctioned at TRA2014. I am so excited to see the quilt assembly...it's gonna be a fun time. We have hopes of showing it off at the Christmas Soiree. I think you will all be pleased. Chris White is leading the way on this project and is doing an awesome job.

Happy trails everyone, Lorna

Treasurer's Report:~Harry Mague

Treasurer's Report: As of 1 October 2013, we have a balance of \$2856.70. Since October 1, 2013 the club had the following income: 50/50 for \$12.00. Total income for October is \$12.00. The club had the following expenses in October: Donation to Hospice of Dayton for \$50.00 and donation to Optimist International for \$50.00 Total expenses for October are \$100.00. Balance for 1 November 2013 will be \$2768.70. A personal thank you to Chuck White for filling in for me at the October meeting.

Secretary's Report: ~ Stan Seto.

MVT Meeting Minutes, October, 2013

The October Meeting was held at Logan's Roadhouse on Centre Drive in Beavercreek, Ohio. The President, Lorna Ball, opened the meeting at 7:25 PM, with "Hail to the Queen!" There were 22 club members and two Clough children there. Madam President thanked the club for the cards and phone calls she got after her knee replacement operation. .

The Vice President, Curtis Hayes had nothing to report.

The Secretary, Stan Seto, noted that the September minutes and the revised August minutes were published in the Marque. He made a motion that both sets of minutes be accepted. Bruce Clough seconded. This passed by voice vote.

Harry Mague, the Treasurer, was absent and Charles White gave Harry's financial review, a write-up is in this issue of the Marque.

The Membership Director, Valerie Relue, said we have 35 members, and that Dave Wildasin has not yet paid, to be verified by Harry Mague.

The Events Chairman, Bruce Clough, announced that the Fall Tour had gone well, with seven British cars initially and a meet up with the Rutledge's on the tour, Dinner in Waynesville.

Further out, 19 Oct. will be End of Summer Picnic at Caesar's Creek Winery. At this writing, good weather is forecast. For other events, see the Events Page in the Marque.

Committee Reports:

Technical – There is a Green County Brochure telling where used oil can be dropped off for disposal.

Spares – No Comments.

Newsletter – No report, But Mike thanked everyone for the cards and donations for Mara's passing.

Regalia – Pete had it there. Stan Seto proposed a club Tee shirt for wear at our casual events. He will assemble a plan for club review. Alice Clough volunteered her school apparel supplier as a possible source for the shirts.

BCD Report –Stan Seto reported wrap-up meeting scheduled for 09 October.

TRA2014 Report – Bruce reported on the September 11 Deer Creek Spot check. Most things went well, but meal service still needs some attention by the Lodge, as it was slow, again.

Old Business- None, but a reminder that words to “Happy Trails” has not yet been published in the Marque so the club could learn to sing the song.

New Business – A motion was requested for a donation in the name of the club to be made to the National Optimist’s Club, to honor Marlene Carter’s Passing. Stan Moved and Greg Relue seconded. Passed by voice vote.

A motion was requested for a donation in the name of the club to be made to Hospice to honor the passing of Mara McKitrick. Stan moved and Greg Relue seconded. This also passed by voice vote

Comments – John Clifford showed the club audience 1984 and 1986 copies of the Marque from his archive. These copies were passed around. He has other copies, which he threatens to bring. Interesting reading.

50/50 Drawing was won by Tim Moore in the amount of \$12.00.

Meeting was adjourned at 8:07 PM

Respectfully submitted – Stan Seto, Secretary.

BCD 2013 Meeting Minutes

BCD Meeting Minutes, October 9, 2013
Submitted by: Lorna Ball

The 2013 British Car Days wrap-up meeting was held at Poelking Lanes. The meeting began at 7:20pm. Those in attendance for the Miami Valley Triumphs were Bruce Clough, Mike McKitrick, Lois and Don Bigler and Lorna and Ellis Ball. Those in attendance for the MG Car Club were Skip Peterson, Dave Gribler, John Scocozzo and Ron Parks. (tidbit of info: Ron was just named President of the MG Car Club)

We discussed sign stands. They are quite old and several need replaced/rebuilt. And, Skip discovered that Ellis Ball is a carpenter.....guess who is handling the signs!

Skip also suggested that we take a close look at the “Awards of Excellence”. This is the second year in a row that we have been stuck with a lot of award plaques. Example: This year we purchased 60 awards and we took home 28. People leave early or don’t come up to get their awards. No details as to how we will streamline at this point but the issue will be addressed in future 2014 meetings.

Make note that the 2014 car show will be our 30th anniversary. Everyone put on your thinking caps and let’s come up with some great ideas.

Both clubs received a profit check in the amount of \$625.00.

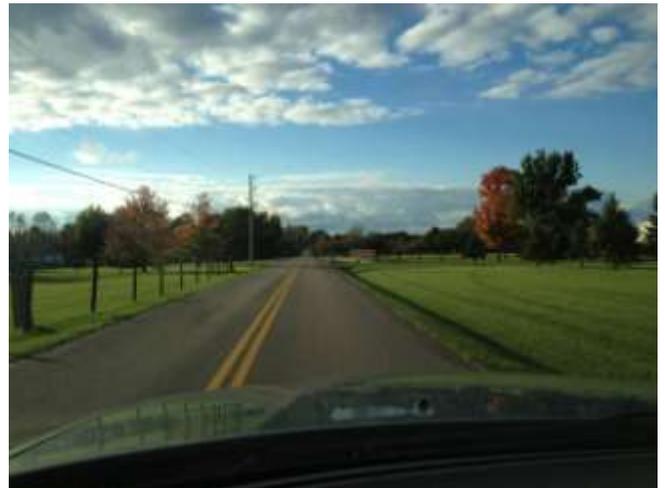
Our next meeting will be held Wednesday, March 12th, 2014.

Upcoming MVT Events

November 2013!

*Upcoming Events From your MVT Event’s Chair –
Bruce Clough – bclough@woh.rr.com
937.238.4962*

October Recap



Ah, the leaves they are a changing!

If you weren’t out there on the roads with us, you missed it! Several tours as well as a

MVT Fall Tour



TR's (and TR based) @ Cowan Lake

Due to constraints this was only a day tour this year, but tour we did. From Waynesville we headed southeast and spent the day in western Highland, northern Brown and Clermont, and southern Clinton counties finally ending up at Valley Vineyards for dinner.

All made the trip fine, all enjoyed it even though part of the day we were skirting rain showers. Some even drove their LBC. Thanks to all who came out and enjoyed the day!



Waiting for the gals in Williamsburg (OH)



MVT'ers grilling food at Valley Vineyards

End of Summer Picnic

October 19th started out rainy, but does that ever stop us? Okay, sometimes it does, but not this time. We met in Xenia (after quite a few were stuck in a traffic jam on US35 in Beavercreek – evil soccer fields), drove up to Yellow Springs for shopping and hops soup, then headed to Caesar's Creek Winery for the picnic. Although rainy at the start, by the time we left Yellow Springs the weather started to break and we had sunshine on the way home – oh, and Stan drove his TR!...



Hops soup. Had to do something British that day.



Picnic!

All had a wonderful day, had some wonderful food and drink, and drove some wonderful roads.



More bliss at the picnic – honest, we left those boxes there, we did!

October 20th

The Clough/Owen-Clough Triumphs are put into winter storage – sad, but I need to take them off liability insurance since it's due in November...



Sleep tight – March will come soon...
So, that takes us into...

November Events

2 Nov – Last Fall Tech Session Clough's Garage
– the topic will be Early TR Transmission Rebuilding, which means we will probably spend the day trying to get the center mainshaft circlip out since Bruce got rid of his tool long ago – does someone have one I can borrow?



The evil OD Trannie...

The fun starts at 0900 with the ceremonial "First cup o' coffee and donut" and goes until we run out of coffee. Don't worry, I should have this dirty puppy power-washed by then!

The tech session will be at 1726 Sutts Trail, Xenia, OH, between Xenia and Bellbrook in the wilds of Spring Valley Township.



Ghost of Past MVT Tech Sessions

6 Nov – MVT Monthly Meeting at Logan’s Roadhouse near the Fairfield Commons Mall. Dinner at 6:30, Meeting at 7:30, BS all the time. Logan's #432 - 937-426-5565, 2819 Centre Dr., Beavercreek, OH 45324



9 Nov - Guy Fawkes Bonfire – Well, the Corwin Peddler is no more, but that doesn’t mean we can’t find a reason to celebrate the failed attempt to blow up King James and the Parliament in 1609 and burn mannequins! Hopefully the weather will be warm enough for top-down time, but you never know later in the Fall! Bruce Alice, Duncan and Bridgett will open their house to all and the burn pit to an effigy of Guy. Show up at 6PM for light appetizers and car talk and we’ll light the bonfire about 7:30.

Under, Over and On Route 35 Rally

November 17th, 2013

1:00 P.M. Registration

1:30 P.M. Driver’s Meeting

**Start: Wal*Mart Parking Lot
Xenia, Ohio**

15 Dollars Per Couple

**Rally Masters
Dan Coughnour and Ildiko Marcus**

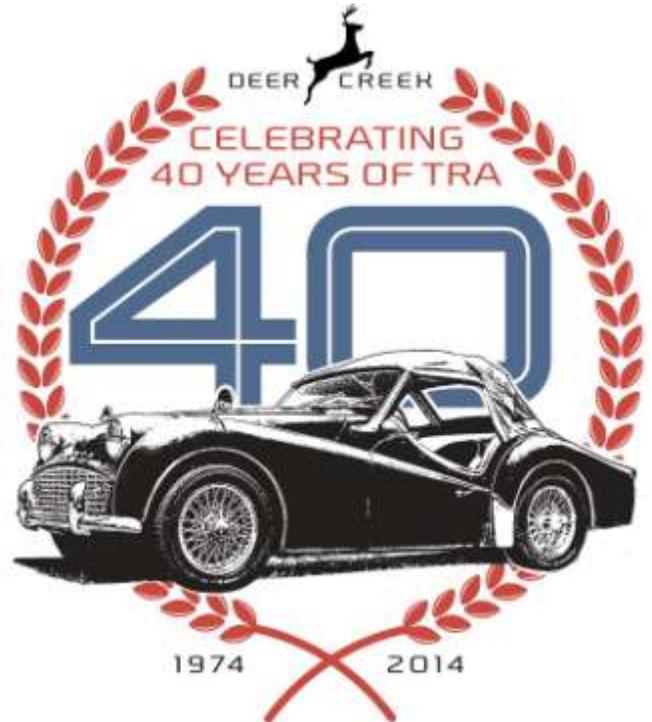
Phone: 937-232-0732

December Events

7 Dec – MVT Holiday Soiree - Get you brown-bags together and get ready to rumble! We don’t have a meeting in December, but instead gather to celebrate the holidays and have some auction fun. Plan to be there since we know where you live...

14 Dec – MVT Shopping Excursion & maybe dinner??? Last year we did some shopping in Lebanon and ended up at the Golden Lamb for dinner – does that sound like a good plan again? There is no better time to walk the streets of Waynesville to look for gifts and the Golden Lamb is always a delight around the holidays.

Next Year



11-15 Jun – TRA National Meeting, Deer Creek State park, OH
Oct – VTR National Meeting – Dobson, NC. Maybe we can get a decent MVT contingent going to this???. Nice venue.



November 2013 Bruce Clough

(bclough@woh.rr.com)

Rats!



The Offending party

*Foiled again! %(#(#)%#*U)#(!!*

Somehow, just somehow I thought I'd be able to get away with an engine rebuild that meant that I didn't have to rebuild the entire engine. Yeah, whatever...

It started good. I pulled the timing chain cover and saw the same new gears I had put in the engine 20 years ago. No timing chain wear – that was new also, and very little wear on the tensioner – all good. I did note some deposits on the sprockets, and camshaft and lifters did show signs of wear, but they were going to get replaced anyway. Flipped the engine over. Took the front main bearing cap off – that bearing looked clean. Took big end #1 off that looked clean. Took Big End #1 off, that looked clean also – great, maybe no grinding is needed, so I took the rest of the bearing caps off and pulled the crank, letting it sit on the workbench so the oil could drain off. Next morning

I looked at the crank again. Slight ridges on the journals and galling of the bearings.

Drat.

Drat.

So a bunch of machine work I was not (maybe being too optimistic) expecting is in the future.

Sigh.

Well, at least I could get the engine parts I know I need, like pistons and liners. \$1200 went to Moss. More to come...

Ouch.



Workbench – I don't need no stinkin' workbench!

So much for the Restoration Impossible budget. I think I'm going to have to sell my original tool kit to recoup some (I'm not going to use it anyway, more on tools later).

First thing is to clean this mess. The internal parts are easy, just soak in paint thinner, brush then off, blow out holes, and then coat with a light oil to stop rust. The block and head is a bit different – I needed to get off the red and black paint I knew was on it and repaint grey. I use a multi-step method for cleaning engine blocks:

- First, clean it well. I use a lot of engine cleaner, a stiff brush, and some "bottle" brushes of different size I got at Harbor Freight. I plug the holes in the block with rags to keep debris from getting into the oil galleries.
- Once clean I use a citrus-based stripper and some #3 steel wool to remove the paint, then wipe with a paper towel, continue until the paint is off.
- Now wash the block and head with Simple Green and hot water, again using the brushes to clean holes and ports, first with the holes blocked to keep large debris out, then open to get the small stuff out of the block - blow all oil galleries with compressed

air. Wipe well with dry towels immediately to keep the flash rust issues down.

I spent a day getting the block clean, and another half day on the head. Good news is the head looks good, so at least that doesn't have to get machined. Next painting, a fresh coat of "New Ford" gray paint for the block and heads. Yes, I know it's not the usual black, but I have a theme going on here folks. October 16, 2013 – the first part went back on the engine.



First Part Back On The Engine

Yes, the oil filter assembly – just cleaned it up, renewed the lock washers, and replaced the oil pressure line with the pressure switch, oh, I did put on a new oil filter – a Purolator L24457 that replaces the Fram you can no longer get, whatever that part number was...

Thermostat & Temp Sensor

One of the joys of the Early TR is dealing with the mechanical thermostat. Another is dealing with a skirted thermostat, and they have their intersection at the thermostat housing.



See, a thermostat housing

The skirted thermostat is to allow water to circulate around the engine without going through the radiator to make warm-ups faster as well as

alleviate cavitation concerns. When the coolant is cold, the path to the radiator is blocked and a side passage back to the water pump and engine is opened. When the coolant heats up, the passage to the radiator is opened and at the same time the collar on the thermostat moves to block the by-pass. Since I am using waterless coolant as well as always having fluid moving through the heater (like a modern car) I don't need the by-pass, so it can be blocked and I can use a regular thermostat. The mechanical temp gauge is long gone and I just need to fit the electrical sender. For both the sender and by-pass ports I used a 3/8-18NPT tap and put an adapter in the sender hole and a plug in the by-pass hole. Both were sealed with JB Weld while being installed.



Plug & sender installation

After an overnight curing in an oven at 150F I cut the plug off flush with the housing and gave it all a shot of gray engine paint. So far looking good.



Trial Fit

Taking the above picture was a pain. I grabbed the Kodak, battery gone, grabbed the Nikon, battery gone, grabbed the underwater Vivitar, write protect on the card broke so I had to find another card, at least it just uses AA batteries. Where's my cell phone?? Hey, the Nikon SLR still has film...

I then went to your typical chain auto parts store to get a back-up thermostat if the old skirted one didn't work. The conversation went like this:

Parts Guy: "Hello, welcome to our store, what can I get you?"

Me: "I need a thermostat."

Parts Guy: "What year, make and model?"

Me: "Well, it's a custom installation, but what I need is a 160 degree thermostat from a small block."

Parts Guy (fumbling at computer): "...so that's..uh..."

Me: "Try a '67 327."

Parts Guy: "Oh, a 3.7."

Me: Uh, no, not 3.7 – tell you what, look for a 160 degree thermostat that fits a 80's Monte Carlo or Camaro with a 350 in it"

The parts guy then punched a few buttons, wandered away, and handed me a 195 degree thermostat. I then went to Car Quest and got the thermostat.

New Front Pullies

One of the things I find an issue with the early TR engine is that fan belt (which should actually be called a "Water Pump Belt", or "Generator Belt" since the fan is on the end of the crankshaft) is about as wide as my butt, which ain't all that skinny anymore. This put a lot of strain on pulleys and bearings since it's hard to bend that sucker.



Solution – buy a kit from British Parts NW that converts it over to a narrow belt, and then find a kit on Ebay to eliminate the fan hub extension.

Now that was easy...

Rear Oil Seal Saga

They leak, yes, I know. Even when they are working well they leak.

The original Early TR rear oil seal is a scroll type – what that means is it's designed so the engine

rotation itself keeps the oil from the rear main from leaking out. That's fine as long as the engine is turning, but once stopped oil that is in the rear main area gets the chance to leak out the seal, down the backside of the engine, and drip either out dents in the trannie cover plate, or out the hole in the bottom of the bellhousing that is actually there for the oil to drip out. Yes, oil leakage is expected and your owner's manual says to check the oil every 250 miles. This is why.

So, now that we have concrete garage floors rather than dirt we need drip pans. The car truly is marking it's territory.

Options on a rebuild? Right now I am looking at two – either use a stock scroll seal carefully fitted to minimize leakage, or go with a modern seal that relies on physical contact to an elastic round seal. For the first option I ordered a new seal from Moss as well as the seal setting tool. I actually have a seal setting tool (mandrel) I got from Bob Schaller back in the 1980's, but he took the dimensions from a Triumph Factory manual to make the seal, and the dimensions are wrong in the book. Go figure. They say 2.422" when it should be 2.818. Yes, four thousandths makes a difference between drip and river.

When the Moss stuff came I took a good look at it. First of all, the Moss mandrel still has the wrong diameter – we (Triumph community) told them about this a few years back, supposedly it was fixed, but it looks like I still got a bad one. So, the old mandrel I have is off to a machine shop to lose a bit of girth & weight.

Wonder, would that work for me...

I also compared the new seals to the old ones - the new ones just didn't look as well made, and the metal looked cheaper. The metal color was a darker grey that the original, which indicates to me that the aluminum has been cut with a cheaper metal in the alloy. You could also tell that the new one was a pure cast, where the original was cast then machined, especially on the scroll surface that directs the oil back into the engine



New Seal on top, old on bottom

So, the new seals are heading back and I'm keeping the originals.

The second seal option is to use a physical seal. British Parts NW sells one that does not need the crankshaft modified (yes there are types out there that require quite a bit of machining) so you can go back to the old seal if you want. At \$189 (on sale) it's a bit more expensive, but it adds a rubber seal to the back side of the seal and retains the scroll action.



Modern seal to the left, old guy to the right – too bad it didn't fit!

Problem was, it didn't fit. Installation has you attach and set the aluminum plates first, slip the rubber seal over the crank, and then put the crank and seal down in the block half, then attach the rear main bearing cap that the other aluminum plate attaches to. All fine and dandy except the distance between the new aluminum halves and the block was too narrow to let the seal slide into. I put back in the old seal, albeit very clean now. The car will continue to mark territory.

Sparking Plugs

The Grey Ghost had Bosch Platinum plugs in it, the same plugs I put in it back in 1989. I suppose I could have cleaned them up and reused them, but

if you are too cheap to replace \$12 worth of plugs after rebuilding the freaking engine, then there is little hope for you. Back to the chain automotive store.

Parts Guy: "Hello, welcome to our store. What can I get you?"

Me: "I need some plugs..."

Parts Guy: Year, make, model?"

Me: "1962 Triumph TR3B"

Parts Guy: "What?"

Me: "I need plugs that will replace these Bosch WR7BPs (handed him a plug)"

Parts Guy: (fumbles around with the computer for a while, wanders off, and comes back with several sets of plugs, none of which fit right (reach is way too long)) "...but the computer says it is a match... Car Quest had it – should have known.

I spent most of a rainy Saturday putting the block back together with it fighting me most of the way, but at the end it was together



#1 Piston gets ready to be put back into block

External Oil Feed

One thing I didn't put back on was the external oil feed line that Moss sells to increase oil flow to the head.

One of the wear areas on the early TR engine is the rocker arm shaft – after a while the rocker motion wears the shaft and you can't adjust valve gap anymore. The solution was to increase oil flow to the head. Problem is that the original design of the oil feed to the head uses the rear camshaft bearing surface to reduce the pressure of the oil flow to the if you don't do this you will flood the head areas with oil which will cause increased oil consumption and carbon deposits in the cylinders. Hmm, this explains the crusty plugs and dirty cylinders – not only were the rings going, but also the extra feed line was allowing a lot of extra oil to get into the head via valve guides. I just made sure

the original oil feed drillings were clean and put the engine together w/o the external feed.

Manifold issues

You'd think one of the exhaust manifold I had with the car would be good, after all, it was a running car. You'd be wrong! It had cracks in it at the downpipe attachment studs threaded holes. Fortunately I had a back-up that Chris Yanity gave me. It was cracked at #1 Exhaust Port. Drat. Okay, so where do you find manifolds? Easy, Ebay. Fortunately I discovered Steve Miller (MG Automotive) had one for sale, so on it went after repainting.

Back together

So here it is after a couple of week's hard work Oh, the day after I had it together, I filled it with oil to make sure the oil pump would pump up and to also force oil into the oil delivery passageways. It leaked out the oil sump gasket. New gasket, clean and flat oil pan surface, sprayed with impervious gasket sealer and it leaks.

Seems normal



Engine Right



Engine Left – note the coil – that is a TR Stealth part, and only a few remember that car...

Tools



Original tool kit with crank, wheel brace and jack

When I got the Grey Ghost back it still had the "John Warfield" tool kit that I paid a lot of money for at some TRA in the distant past. One of the things I resolved to do was to use this as the car's tool kit, but augment it with more modern tools as well as replace the plastic roll with something more tough and with greater storage capacity.

Not that I'm expecting trouble or anything.

So after kicking this around a little bit, here's what I came up with:



I made a few changes.

Additions:

- New tool roll from Ebay seller
- LED Flashlight
- Inspection mirror and magnet
- Vise Grip
- Leatherman's Tool
- Spark Plug Spark Tester
- Tire Pressure Gauge
- Philips Screwdriver

- ¼ - 5/16 Open End Wrench
- Mechanic's Gloves

Deletions:

- Grease Gun
- Original Plastic Roll

I kept the tire spoons and feeler gauge - who knows? The stuff I didn't put in here I have kept so when the car is eventually sold to someone else we have them.

I still have room left! What do you suggest? Hammer? Big honking screwdriver? Rock?



All rolled up and ready to go...the new tool bag even has a handle!

Jack Bag

Originally the jack and wheel brace just strapped to the sides of the wheel compartment. Well, the straps are gone and I'm not sure what I'm going to do with the spare tire compartment, so I need to put these tools in a bag.

It just so happens the jack and the wheel brace fit in the Triumph bag Little British Car Company sells that I just append to have laying around.

Issue solved!



Jack Bag

Crank

C'mon man! No crank, thank you Mr Kettering! It will stay in storage.

Epilog

That's it for this month – next month is trannie time and we finish up the engine...